









PERSONALS,  
MEETINGS,  
CLUB ACTIVITIES,  
WEDDINGS AND  
OTHER SOCIAL  
EVENTS

EDMONTON'S FLORISTS  
10218 Jasper Avenue

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## Avenue

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Some of the newest handbags have a small ring at one side of the handle through which is drawn one of the colorful handkerchiefs so pop-

**NEW HANDBAG**  
Some of the newest handbags have

Some of the newest handbags have a small ring at one side of the handle through which is drawn one of the colorful handkerchiefs so pop-

0162 101st Street . . . .

LOOK FOR THE BIG ELECTRIC SIGN  
0162 101st Street . . . . Edmont









SECOND SECTION

EDMONTON, ALBERTA, FRIDAY, JUNE 22, 1923

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The Morning Bulletin

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FRIDAY, JUNE 22, 1923

A FIGHT THAT FAILED.

Captain Amundsen has given up his scheme to fly over the spot where the meridians converge and is returning to civilization. His airplane got smashed in a trial flight. Apparently the first sighted explorer forgot to take along one necessary lot of equipment. He should have included a machine shop in his outfit for polar aviation.

BETTING AGAINST A RISE.

There was a panic on the Berlin bourse on Wednesday because the mark rose in value in New York; it fell again, of course. Seemingly the mark is now worth so little that Berlin bankers are banking on it not being worth any more. The cheerful Canadian speculator who has been buying the mark of value of waking up some morning to find himself rich might gather something from that.

SUMMERS VARY.

The "good old summer time," of much exaggerated delightfulness as struck the eastern half of the continent. New York says it is sleeping on the grass in the parks, and Ohio reports 22 dead from the heat in seventy-two hours. In this foot-hill province, with its higher altitude and drier air, heat prostrations are rare and death from torridity almost unknown. While the easterners have been suffering from the sultry summer, Albertans have been sleeping in blankets and going about their business and pleasure in the day time in safety and comfort.

UP TO THE INDIVIDUAL.

Hon. Mr. Hooley says the caterpillar pest is one which the Government cannot deal with, because there are too many millions of the invaders, and they are operating in too many districts. It is, he says, a scourge which the people themselves will have to combat. Just how the farmer or townsmen is to go about it to clear his premises of the tree destroyers is one thing that the Government might find out and make known. Not that that would do much to hinder the destruction, but it might help to curb his operations. The chances rather are that if the Government does not know how to exterminate the horde, the private citizen will not try, and we shall have to leave it to nature to make an end of the nuisance. But a good many people have shrubbery and ornamental trees which they would like to protect in case the caterpillars get tired of a diet of native poplar. Some information as to how that can be done would be welcome.

MORE FORCIBLE MEANS.

If France is to get money or its equivalent out of the occupation of the Ruhr the industries of the district must be made to produce. Since the owners and employees refuse to carry on voluntarily, other means of attaining the end are to be taken. The French authorities have completed plans to take over the mines, coke ovens, iron and steel plants, metal works and other industrial concerns and to work them under military law. Putting a plainly put, the workers are to be made to work, and the directors to direct, at the point of the bayonet. That will not be pleasant for the employees of the Ruhr, but it is a necessary evil. The French authorities have completed plans to take over the mines, coke ovens, iron and steel plants, metal works and other industrial concerns and to work them under military law. Putting a plainly put, the workers are to be made to work, and the directors to direct, at the point of the bayonet. That will not be pleasant for the employees of the Ruhr, but it is a necessary evil. The French authorities have completed plans to take over the mines, coke ovens, iron and steel plants, metal works and other industrial concerns and to work them under military law. Putting a plainly put, the workers are to be made to work, and the directors to direct, at the point of the bayonet. That will not be pleasant for the employees of the Ruhr, but it is a necessary evil.

ENLARGING THE SPOT.

In a debate in Parliament on a vote of \$11,800,000 to cover the year's outlay on construction of the new Welland ship canal, Hon. George Graham estimated that the cost of the enterprise may run to \$80,000,000. If precedent is to hold the amount may be \$100,000,000 or more. In 1915 the engineer in charge thought the canal could be dug for \$80,000,000 and finished in five years. The scarcity of labor and other war conditions put an end to construction for two years. And when work was resumed increased wages and cost of materials soon made apparent that the total investment would far exceed the earlier calculations. The undertaking is a great one in itself and of its kind. Excepting the Suez and Panama canals it is perhaps the most ambitious project yet attempted in the way of creating artificial waterways. From the entrance in Lake Erie to the outlet in Lake Ontario the length is twenty-five miles. There is a fall of 325 feet in this distance. Vessels will be raised and lowered from one lake to the other by means of seven locks, each with a lift of 46 1/2 feet. The locks are to be each eight hundred feet in length, by eighty in width, and thirty feet deep. The approaches are to be made twenty feet deep, but may be later on corrected down to the thirty-foot level by dredging when that is found necessary.

Quite obviously the new canal is only a first step in a still larger undertaking. The bulk of the traffic available to it will originate in the wheat fields of the prairie provinces. It will facilitate the handling of this traffic, but to a limited degree. Lake vessels of the largest size will be able by reason of it to pass from Ft. William to the foot of Lake Ontario. But there their cargoes will have to be trans-shipped, as the large craft cannot navigate the canals along the St. Lawrence. The logical next and final step will be the enlargement of these canals. There is to be done the importance of the new canal in assisting the movement of the wheat crop is rather problematical. It is now found to be cheaper to carry wheat from the lake head to Georgian Bay and there transfer it to cars for carriage to Montreal than to run the grain carriers down to the end of Lake Erie and there trans-ship the grain to smaller vessels for the journey through the present Welland canal, across Lake Ontario and down the St. Lawrence. It is questionable whether it will be found cheaper also to continue the traffic by way of Georgian Bay than to run the wheat-lakers through to the extremity of Lake Ontario and trans-ship there when the new canal is finished. It is to be supposed that when the Welland undertaking is completed work will be started on the enlargement of the St. Lawrence canals. The cost of this second improvement may be as large as that of the first. But if the new Welland waterway is practically useless without widening the St. Lawrence ditches, the spending of the other hundred millions will be necessary to get value out for the spending of the first hundred. Western opinion has not been much concerned in this project to enlarge one of the spouts through which the Welland River empties into the St. Lawrence. But if it is found when half the work has been done that the crop movement is neither made more cheap nor more rapid there will likely be a lively demand from the prairies that the job be finished and the full results secured.

Current Comment

RESPONSIBILITY OF BANKS  
Westerner, Calgary: If a farmer had surplus funds chose to loan directly to another farmer entirely against his products and to his own satisfaction, he would be using his own judgment in a business which would be similar to his own. But when a banker, who is merely a trustee for the money of other people who have placed with him for investment, loans to those carrying on any kind of business, sound principles established through many years of experience positively demand that such loans be not advanced as a capital to the business, but as a loan to the borrower. In developing co-operative marketing associations, therefore, these principles should be recognized and some capital should be loaned to the commodities against which loans are made.

THE ATLANTIC OUTLET BY HUDSON'S BAY.  
John Nelson, Medicine Hat: The alternative route upon which there appears to be unanimity of opinion is that via Hudson's Bay. It has been promised by Tupper, Laurier and others. It is approved by Mackenzie and King. About \$15,000,000 has been spent on the road, and \$5,000,000 on the terminal. Construction has proceeded sporadically until the road is within one hundred miles of the water. There has been little open opposition, yet the men in the West feel there has been but halfhearted support. And now, with the problems of marketing a large amount of grain in a congested market being fostered throughout the prairie provinces for the completion.

In support of their contention they put forward the strong argument that the fact that such a huge sum had already been expended that to abandon the work would be a waste of public money. An equally strong argument is that the road has actually been completed for a distance of 100 miles and that only two had been left. This was in the face of the fact that all the vessels in question were miles and hence some help in the way of it. It further developed that the cost of navigation is determined not by the presence of ice in the bay itself from which it is comparatively free or even in the straits, but in the harbors, ports and roadsteads in which the service of ice-breakers can materially lighten the season. This would seem to lead for about four months, beginning in July and ending in November, during which the route was feasible and probably would be profitable, especially if it were used in connection with the route via the St. Lawrence. The route via the St. Lawrence is based on the tables of distances as compared with the route via Hudson's Bay. The distance from Port Arthur to the terminus of the Hudson's Bay Railway to Liverpool is 1,000 miles. The distance from Port Arthur to the terminus of the Hudson's Bay Railway to Liverpool is 1,000 miles. This would save the 1,000 miles from Port Arthur to the terminus of the Hudson's Bay Railway to Liverpool. In connection with the Pacific route the use of that outlet would overcome the present contention and excess freight rates on the Great Lakes, which during last season caused much resentment. It would bring Chazy, Edmonton, and Banham more than one thousand miles nearer to Liverpool than is possible by any existing line.



Uncommon Sense

By John Niles

THE PHANTOM PARADISE

Independence is worth winning.

The real measure of the value of money is the amount of independence it will buy.

The horror of poverty is the hopelessness of independence that it brings.

But true independence is not a blessing of what other people are doing for a withdrawal from any share of the work of the world.

The man who tells for fifty years to retire for the few years that are left him gets no enjoyment out of the retirement.

He is not a man who is an active part of the life that is going on about him he becomes idle and unhappy.

The paradise of which he has dreamed, and for which he has labored, proves to be nothing but a phantom.

It ought to be the ambition of every man and woman to combine into something productive and useful as long as the brain and body are functioning.

And that ought to be as long as there is life and energy in the machine that we call the body.

The writer has known personally a great many men who have worked hard and long for nothing but money enough to retire. And when they did retire their decline was hastened by the misery of an existence which meant no accomplishment.

There are many who are and in industry are many who are not of their estate, but who find enjoyment in doing important work.

It is a mistake to think that if this work were taken out of the hands of the men who are doing it, the world would be a better place.

The right sort of brains require the right sort of work. The men who are doing it are the sort of men who are doing it.

They are far more enjoyable when their minds are fired when their hands are busy than when they are idle. It is a mistake to think that if this work were taken out of the hands of the men who are doing it, the world would be a better place.

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AN EARLY CALL

WHAT THE FIGURES TELL

Whatever view a man may hold regarding the best way to deal with the liquor problem, it is hard to get away from facts and figures.

A report issued by the board of license commissioners for Ontario covering the operation of the Ontario Temperance Act for 1922, gives some interesting comparisons for the two years 1921 and 1922. It shows the following:

Location 1921 1922

Bathurst 148 132

Belleville 82 82

Brantford 108 108

Brantford 108 108

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# Grain, Livestock, Produce, Financial, Stocks and Bonds

## Range in Grain Prices

Wheat—	High.	Low.	Clos.
July	114	111 1/4	113 1/4
October	104	102 1/4	104 1/4
Oats—			
July	48 1/2	47 1/2	48 1/2
October	42 1/2	41 1/2	42 1/2
Barley—			
July	50 1/2	50	50 1/2
October	50 1/2	50	50 1/2
Flax—			
July	234 1/2	227 1/2	230
October	207 1/2	201	204
Rye—			
July	64 1/2	61 1/2	64 1/2
October	61 1/2	60 1/2	61 1/2

### Winnipeg Cash Prices

WHEAT—	
Number 1 Northern	115
Number 2 Northern	114 1/2
Number 3 Northern	114
Number 4 Northern	113 1/2
Number 5 Northern	113
Number 6 Northern	112 1/2
Number 7 Northern	112
Number 8 Northern	111 1/2
Number 9 Northern	111
Number 10 Northern	110 1/2
Number 11 Northern	110
Number 12 Northern	109 1/2
Number 13 Northern	109
Number 14 Northern	108 1/2
Number 15 Northern	108
Number 16 Northern	107 1/2
Number 17 Northern	107
Number 18 Northern	106 1/2
Number 19 Northern	106
Number 20 Northern	105 1/2
Number 21 Northern	105
Number 22 Northern	104 1/2
Number 23 Northern	104
Number 24 Northern	103 1/2
Number 25 Northern	103
Number 26 Northern	102 1/2
Number 27 Northern	102
Number 28 Northern	101 1/2
Number 29 Northern	101
Number 30 Northern	100 1/2
Number 31 Northern	100
Number 32 Northern	99 1/2
Number 33 Northern	99
Number 34 Northern	98 1/2
Number 35 Northern	98
Number 36 Northern	97 1/2
Number 37 Northern	97
Number 38 Northern	96 1/2
Number 39 Northern	96
Number 40 Northern	95 1/2
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Number 42 Northern	94 1/2
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Number 46 Northern	92 1/2
Number 47 Northern	92
Number 48 Northern	91 1/2
Number 49 Northern	91
Number 50 Northern	90 1/2
Number 51 Northern	90
Number 52 Northern	89 1/2
Number 53 Northern	89
Number 54 Northern	88 1/2
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Number 56 Northern	87 1/2
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Number 58 Northern	86 1/2
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Number 62 Northern	84 1/2
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Number 64 Northern	83 1/2
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Number 66 Northern	82 1/2
Number 67 Northern	82
Number 68 Northern	81 1/2
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Number 134 Northern	48 1/2
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Number 138 Northern	46 1/2
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Number 166 Northern	32 1/2
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Number 168 Northern	31 1/2
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Number 211 Northern	10
Number 212 Northern	9 1/2
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Number 214 Northern	8 1/2
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Number 219 Northern	6
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Number 221 Northern	5
Number 222 Northern	4 1/2
Number 223 Northern	4
Number 224 Northern	3 1/2
Number 225 Northern	3
Number 226 Northern	2 1/2
Number 227 Northern	2
Number 228 Northern	1 1/2
Number 229 Northern	1
Number 230 Northern	1/2
Number 231 Northern	0
Number 232 Northern	-1/2
Number 233 Northern	-1
Number 234 Northern	-1 1/2
Number 235 Northern	-2
Number 236 Northern	-2 1/2
Number 237 Northern	-3
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Number 240 Northern	-4 1/2
Number 241 Northern	-5
Number 242 Northern	-5 1/2
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Number 256 Northern	-12 1/2
Number 257 Northern	-13
Number 258 Northern	-13 1/2
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Number 268 Northern	-18 1/2
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Number 270 Northern	-19 1/2
Number 271 Northern	-20
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